

THIRTY DOLLARS
PER ANNUM.

Intimations.

Hongkong, 8th February, 1900. [3]

25] THE VICTORIA DISPENSARY
HONGKONG.

1200

HOTZ, S'JACOB & CO.
Hongkong, 31st March, 1900. [422b]

HONGKONG
HOTEL.

25] HONGKONG.

12th October, 1898

HOTZ, S'JACOB & CO.
Hongkong, 31st March, 1900. [422b]

Today's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.

Messrs. W. BREWER & Co., Hongkong and Shanghai.

Messrs. TSUI MAN KOK, Hongkong.

Messrs. MAN YU TONG, Hongkong.

Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.



PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator to Sell by PUBLIC AUCTION, For Account of the Estate of the Late H. L. DALRYMPLE (Deceased),

TO-MORROW (FRIDAY), the 4th May, at 2.30 P.M., at CONNOR'S HOUSE, TEAKWOOD DESK, TABLE, OFFICE CHAIRS, COPIING PRESSES, &c. &c.

One MILLER'S PATENT FIRE RESISTING SAFE.

TERMS: As Usual. HUGHES & HUGHES, Government Auctioneers, Hongkong, 3rd May, 1900. [572]

THEATRE ROYAL, CITY HALL.

IMPORTANT ANNOUNCEMENT.

MR. HENRY DALLAN MUSICAL AND DRAMATIC CO.

FOR A SHORT SEASON ONLY.

GRAND OPENING, NIGHT.

THURSDAY, MAY 3RD.

GRAND PRODUCTION OF THE DELIGHTFUL JAPANESE OPERA.

THE GEISHA, THE GEISHA.

With all the Original Scenery, Costumes and Effects from

DALY'S THEATRE LONDON.

Box Plan now Open at ROBINSON PIANO CO.

Hongkong, 3rd May, 1900. [567b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship.

"YANGTSE,"

H. L. Allen, Commander, will be despatched as above on FRIDAY, the 4th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd May, 1900. [549b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"HAILONG,"

Captain Balthus, will be despatched for the above Ports, on SATURDAY, the 5th instant, at 4 P.M.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers.

Hongkong, 3rd May, 1900. [571b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"KALGAN,"

Captain "Lover," will be despatched as above on SATURDAY, the 5th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [569b]

TAIKOO SUGAR REFINING COMPANY, LIMITED.

FOR LOILO.

THE Company's Steamship.

"SHANTUNG,"

Captain Sales, will be despatched as above on MONDAY, the 7th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [558b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"AGAMEMNON,"

Captain Nish, will be despatched on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [570b]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS. (For Invalids and General Use.)

B.—VINTAGE, superior quality. Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, superior quality. Black Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE extra superior. Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 3, 1900.

NOTES AND COMMENTS.

MR. POLLOCK'S LECTURE.

We remarked the other day that the lecture to be delivered by Mr. POLLOCK before the Odd Volumes Society would be well worth listening to, and now that we have heard it we are still of the same opinion. Three of our local problems were touched upon by the lecturer and his remarks proved that each had received a large amount of careful study and attention, and that the suggestions for dealing with them had been carefully thought out. Mr. POLLOCK is the first who has publicly spoken upon the question of rents (of course we except members of the Land Companies who have stated at the yearly meeting that they hoped to see a big rise take place) and we consider that the public owe him a debt of gratitude for the way in which he has come forward in support of the poor oppressed tenant. "I confess that it seems to me," says Mr. POLLOCK, "that house-room is almost as much a necessity of life as food, and that a corner in houses is practically as great an evil as a corner in food; and remember, this corner in houses, which has come about more or less accidentally, is just as unpleasant for tenants as if it had been brought about by premeditated design."

We do not think that in the whole of the Colony will be found the man who does not agree with Mr. POLLOCK. Of course we except the landlords, for it is but human nature that they should wish the corner to grow closer and so force up their profits. But the tenants, one and all, agree that the right has been hit upon the head and that the question of high rents is one that calls for a speedy remedy.

It is not a pleasant picture that Mr. POLLOCK draws of the manner in which the Government employees are forced to herd amongst the Chinese for want of cheap houses, but nevertheless, we have no hesitation in saying that he has rather understated than overstated the case. The manner in which the poorer Europeans are obliged to live is scandalous, and the sooner that the expansion of the Colony brings about a new order of things the better will it be for the community at large. The lecturer contends, and with perfect truth, that it should not be permissible for firms undertaking large works to import hundreds of coolies and oblige them to find house-room in the midst of our already crowded city. It is compatible neither with health nor decency, and the sooner it is put a stop to the better.

But, as Mr. POLLOCK points out, it is not to be expected that the coolies can live away from their work unless good means of communication are provided so that they can move quickly and easily to and fro. What we want is cheap and frequent communication with other parts of the Colony and

then, and only then, can we hope to see the overcrowding, the filth and the plague in the Colony diminish. Of course it will take time, and investors do not care to wait long for a return on their capital. Granted, but it must be remembered that we must not strive to grow rich all at once. We must not kill the goose that lays the golden eggs, and that is just what the present owners of the land are striving to do. They, instead of taking up fresh sites and building upon them, prefer to stick to those which they already possess, and increase the return from them by running up skyscraper buildings so as to accommodate as many human beings as possible upon one plot of ground. The higher the building the more rooms, the more families accommodated, and the more profit to the landlord. But Nemesis is approaching. These high buildings are not adapted to a tropical climate. They shut out the light and interrupt the free circulation of air, and the result is that the place becomes unhealthy and the crowded state of the building causes blocked drains and other evils, breeding plague and filth diseases until such time as the houses are condemned, and the original outlay lost.

A line of launches plying between different points on the Kowloon Peninsula and the mainland, so as to keep up cheap and rapid communication would, we believe, do much towards checking the evils of high rents and overcrowding. Nobody is, we presume, particularly anxious to live in a crowded city if he can live outside it, but many are forced to do so for want of cheap and rapid means of communication. When once the Government and the public at large can be brought to see that the progress of Hongkong depends upon expansion we believe that the matter will commence to right itself, but so long as Hongkong is only allowed to grow skywards things will go from bad to worse.

THE TROUBLE IN SARAWAK.

The special telegram published in last night's issue, announcing the departure of Rajah Brooke up the Trusan River on a punitive expedition with a force of a thousand men, although of a somewhat startling character, need surprise nobody, for to those acquainted with Bornean affairs it was well known that sooner or later something of the sort would be rendered absolutely necessary. It must not for a moment be supposed that the inhabitants of Sarawak are in rebellion, or that the rule of the Rajah is distasteful, for such is far from being the fact.

It will doubtless be remembered by many of our readers that some while ago the Rajah extended his authority to the districts of Limbang and Trusan. These districts may be roughly defined as bounded by the watersheds of the two rivers from which they take their name. The rivers are the highways of Borneo, hence each river valley is a district, and folks speak of the Limbang, Trusan or Kinabatangan districts as the case may be, and the term is perfectly intelligible to those acquainted with the country. But to return to the matter at issue. Limbang and Trusan were until recently under the sway of the Sultan of Brunei. His power has been decaying for years, large tracts of his dominions have been alienated at various times and the result has been that his revenues have been much curtailed. True, he has been paid cession money for the alienated territories, but he is not possessed of sufficient strength of character to keep his money to himself. Many of his chiefs are at the present time nearly, if not quite as powerful as himself, and the result is that they bleed the Sultan and eat up a good portion of his cession money. Now even a Sultan must live, and as his dominions diminished in area, he found it necessary to exact more from the people still remaining under his sway in order to make both ends meet. At the same time it was necessary to economise to a great extent and, as punitive expeditions are costly affairs, the Sultan allowed his people to do as they pleased and also to be preyed upon by inland tribes, without caring a rap as long as he got his money. This, as was only natural, resulted in discontent, and the advent of the rule of the White Rajah was welcomed by Trusan and Limbang people alike.

The tribes of Muruts in the far interior, however, have still continued their head-hunting raids and although the Rajah has established forts and block-houses upon the two rivers, the raiders have, up to the present, been able to keep beyond his reach. The Kyanas and other tribes who have welcomed the Rajah's rule naturally look to him for protection, and it is only just and reasonable for him to strive to protect his subjects from the lawless Muruts who infest the Dutch border. We do not for a moment suppose that the Rajah's action will lead to any trouble with the Dutch Authorities. He has invariably been upon the best of terms with them and they have worked together for the repression of piracy and head-hunting. But the Dutch are not to be compared with the Rajah for power amongst the natives. They rule where the Rajah leads, and where they would have to bring their own troops along to settle disturbances, the Rajah could collect his men as he advanced. Everybody follows the Rajah in Sarawak and is proud to do so. Thus it will be seen that the Rajah is serving both himself and the Dutch by his present expedition.

We trust that the expedition will be successful and will result in bringing more of the Bornean tribes under the Rajah's sway. If only the British North Borneo Company and the Dutch had a Rajah Brooke apiece, the whole of Borneo would shortly be rendered as peaceable as England, but men of the Rajah's calibre are not to be picked off every hedgeside.

TROUBLE IN NORTH BORNEO.

North Borneo too, it appears, has dropped in for its share of trouble, for no sooner had the above account of the Sarawak trouble been written, than the telegram from our Labuan Correspondent, which appears in another column, came to hand.

The town of Kudat is situated at the head of Marudu Bay, on the north-west coast of Borneo, and was, at one time, the capital of British North Borneo. It is now the second settlement in the Company's territory and is the centre of a large tobacco industry, the

various estates situated in Marudu Bay drawing their supplies from there.

We are not at all surprised at the news which our Correspondent sends, for we have for some time past pointed out to the North Borneo Company its penny wise and pound foolish policy in not setting its foot down firmly upon native intrigue and rebellion. We had hoped to see this accomplished under the new Governor, Mr. CLIFFORD, but unfortunately for him this blow has fallen before he had time to get a grasp of affairs and commence the general setting to rights which was so eminently needed. We are exceedingly sorry for Mr. CLIFFORD as he is now reaping the whirlwind which others have sown, and through no fault of his own.

We trust that the Naval Authorities will see fit to send a sufficient force to North Borneo to ensure protection to the Europeans at the various ports and also upon the outlying tobacco estates, for there is no knowing how far the rebellion against the rule of the Chartered Company may extend. We can vouch for the fact that for years past many of the natives, particularly those belonging to the old piratical tribes, have held the Company in contempt. It was no uncommon thing to hear an old chief remark, "Ah, the Company is poor now, therefore the Company fears us," and it was no idle brag on the part of the natives either. There is only one way to deal with the Bornean folk, and although many of the Company's officers were convinced of this, they were over-ruled by the Court of Directors, as is evidenced by the general dissatisfaction expressed by them at the treatment of Mr. STABLEY by Mr. COWIT. The best thing that the Company can do now is to give Governor CLIFFORD a free hand. If he is allowed to do as he pleases he will succeed, and succeed to the satisfaction of the natives. If, however, the Directors tie his hands and try themselves to treat with natives whom they do not understand, then the next town to be attacked will be Sandakan.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAM.

TROUBLE IN NORTH BORNEO.

KUDAT ATTACKED.

CHINESE MASSACRED.

(From Our Own Correspondent.)

LATUAN, May 3rd.

On the night of Friday last the town of Kudat and its environs were attacked by a native force under the command of Mat Sater, the half brother of the late Mat Salleh, the notorious rebel chief. The town itself suffered severely, the Government magazine and a maxim gun being captured by the rebels. These were, however, subsequently retaken. Two of the British North Borneo Constabulary were killed and seven wounded, including Mr. G. N. Malcolm, Wing Officer of the force. Twenty-five Chinese were killed and the environs of the town were entirely destroyed. Many refugees have arrived here. The cause of the outbreak and the attack upon Kudat is the general dissatisfaction amongst the natives with the rule of the Chartered Company.

Received at 3 p.m.

Published at 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

THABA N'CHU.

BOERS ATTEMPT TO CAPTURE A CONVOY.

LONDON, April 1st.

Reuter's correspondent at Thaba n'chu says that the Boers on Sunday made a determined attempt to seize a pass in the mountains and capture a convoy. General French attacked their flank, sending troops over precipitous mountains. The darkness enabled the Boers to withdraw. The Boer position was almost impregnable.

THE WESTERN FRONTIER.

LOYALISTS ARRESTED.

A considerable force of Boers has arrived at Windsorton to the northward of Kimberley and a number of loyalists have been arrested.

BRITISH ORDERED TO LEAVE JOHANNESBURG.

Owing to an explosion at Begbies all Britishers, except a few, have been ordered to leave Johannesburg in 38 hours.

LATIN.

FIGHTING IN THE FREE STATE.

STRONG BOER FORCE AT HANNEY.

Col. Hamilton with mounted infantry, and Col. Smith-Dorrien's brigade marching northward yesterday from Thaba n'chu were opposed by a strong force of Boers under Commandant Rotha, at Hanney. Reinforcements have been sent and General French is strengthening Col. Hamilton from Thaba n'chu where the force of Boers has increased. General Maxwell's brigade has occupied Vlakfontein and Sekamskrand kopjes unopposed but the mounted infantry was engaged four hours.

THE "ASAKI" FLOATED.

The Japanese battleship Asahi which got ashore off Southsea has been floated off.

THE UGANDA RAILWAY.

The House of Commons has voted a grant of £1,930,000 for the completion of the Uganda railway.

ARRIVAL OF THE CROWN PRINCE OF JAPAN IN LONDON.

The Crown Prince of Japan has arrived in London.

WEATHER REPORT.

The Observatory report says:—On the 3rd at 11.55 a.m. the barometer has risen over S. China, fallen in the extreme North. Pressure is highest in Central China, and the depression has reached the N. part of the Sea of Japan. Gradients slight with light variable winds in S. China, and moderate N.E. winds in the N. part of the China Sea. FORECAST:—N. and varying winds, light, fair.

LOCAL AND GENERAL.

THE 'Night' Steamers to Canton now leave at 6 p.m. instead of 5.30 p.m.

PUN FUK SANG was today fined \$25 for failing to report a case of plague.

THE receiver of a bicycle, well knowing it to be stolen, was this morning fined \$50.

THE Siamese Princes left here by the steamship Haitan, yesterday, for a visit to Swatow before returning to Bangkok. Mr. Carter one of their tutors accompanied them, Mr. James will follow them to the latter place.

WE would call the attention of our readers to the fact that the Dallas Company have changed the date of their opening performance to Thursday next, as on Wednesday the Theatre will be required for the "Terrible" concert.

THE Directors of the Peking Mint have telegraphed to the Viceroy of Canton, asking for the assistance of the English master of the Mint at Canton. H.E. granted permission, and he left for Peking by the steamer Kwanglu. It is stated that the Peking Mint will shortly start coining copper cash.

MANY people, especially lovers of the bicycle, may not be aware of a new road, which is now open, from Kowloon to Shantin. Along the route a strong bicycle rider would not have to dismount very often. The road branching off from Yau-mat, and leading to Kowloon City, returning by way of Hunghom, should also become popular with bicyclists.

WE note that Mr. Fr. Blunck the well known lace dealer, and silk manufacturer, has had \$500 worth of lace stolen from him, at his store in Beaconsfield Arcade. He has offered a reward of \$500 to any one who will give him any information regarding the theft. We sympathise with Mr. Blunck in his loss and hope that he may soon be able to bring the offender or offenders to justice.

TO-DAY, about 1 p.m., while Mr. Nolan, the Magistrate Interpreter, was passing the bottom end of Ship Street, Fraya East, he noticed a commotion among the Chinese who were standing by the sea-wall. He jumped out of his ricksha to see what was the matter, and saw a British blue-jacket, who in a state of drunkenness, had reeled over into the water. The man had been in the water some time and was getting exhausted. The Chinese, instead of assisting him, were laughing at his efforts. Mr. Nolan helped the man out of the water and handed him over to the charge of Mr. Caddock while he went to report to the Police Station so that the man might be properly cared for.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

A. S. Watson & Co.	\$25
A. Rumbold	25
China Export Import and Bank Co.	25
E. V. Brennan	10
S. Stockhausen	10
L. Mallory	10
Brown Jones & Co.	5
J. Ullmann	5
Levy Hermanos	5
J. W. Kinghorn	5
A. G. Gordon	5
Hon. A. M. Thomson	5
Kuhn & Co.	5
Mora & Seimund	5
A. C. More	5
A. Rodgers	5
H. Rutonjee	5
W. H. Wickham	5
Woolnall & Co.	5
R. M. Mohi	5

HARRY MAITLAND, Constable, Naval Yard Police, admitted, at the Magistracy, being absent 48 hours without leave. He was fined \$10.

LO CHAI was this morning, at the Magistracy, sentenced to 10 strokes with the 'birch' and 24 hours detention for stealing a piece of pepper, valued at \$31.

THIS afternoon the enquiry into the death of the Indian soldier, whose body was found at the ranges, was continued. After additional evidence had been taken it was further adjourned till 2.15 p.m. on the 11th instant.

APPARENTLY it is not Tommy alone who is an absent-minded beggar. His cousin Jack is liable on occasion to forget the time his leave expires and when reminded by the Naval Police that he is late objects to their escort on board, as the pound he has to pay for the attention he considers wasted. This morning a couple of blue-jackets were in this predicament, and a fine little tussle took place now and again in Queen's Road as they were marched off. Apparently they found it difficult to remember they were in custody whenever a place of refreshment hove in sight. Then police and blue-jackets would become hopelessly mixed up in the gutter. Having been sorted out and picked up, the party would proceed in a most amicable manner until the next lapse of memory occurred. The patience and good humour of the Naval Police through it all was most praiseworthy, they seemed to look upon such lapses as all in the day's work, and to bear no ill-will.

THE ODD VOLUMES SOCIETY.

Yesterday evening a most interesting and instructive paper was read by Mr. H. E. Pollock entitled "Some serious local problems and a few suggestions for dealing with them." The paper was read under the auspices of the Odd Volume Society in the Chamber of Commerce Room, City Hall. The Hon. R. H. May, Acting Colonial Secretary, took the chair, and among those present were H. E. Major-General Gascoigne, Officer Administering the Government, Mrs. Gascoigne, Sir John Carrington, Kt., C.M.G., (Chief Justice), the Hon. W. Meigh Goodman, (Attorney-General), Dr. F. Clark, (Medical Officer of Health), Mr. J. J. Francis, Q.C., and many others of distinction in the Colony.

The Chairman, in opening the proceedings, said that Mr. Pollock was very well known to them all. He had kindly consented to read a paper on "Some serious local problems and a few suggestions for dealing with them." In a rapidly growing colony there would necessarily be many problems which would not be easy of solution. The Chairman felt sure that they would all listen with a great deal of attention to what Mr. Pollock had to say on this most important and interesting subject.

SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTIONS FOR DEALING WITH THEM.

Ladies and Gentlemen,—I propose to discuss with you this afternoon some local problems which as I conceive, imperatively demand a solution, and I shall suggest certain remedies for the present state of affairs, but my chief desire and my chief hope is that some of you who are listening to me now will not rest content until you have thought out and put into motion some remedies of your own, and thus prevent matters from being allowed to drift in the future as they have drifted in the past. The pressing problems, which require to be grappled with, are difficult ones and we must, therefore, apply our collective wisdom to the task, if success is to be secured.

I will subdivide my subject for the sake of convenience, into three headings which I will call—

- (1st) The Plague question.
- (2nd) The food question, and
- (3rd) The housing of the working classes question.

To take these three questions in their order, the plague question is one of supreme importance.

It causes not only a considerable, annually recurrent expenditure to the Government of this Colony and to property owners, but it also involves severe commercial restrictions upon this port by the imposition of quarantine on vessels journeying from here to adjacent places. No doubt the legislation passed last year was a step in the right direction in that it increased the size of cubicles and also the ventilation coming into houses, but in view of the fact that the plague has become an annually recurrent disease here, it is obvious that no relaxation of sanitary precautions should be tolerated for a moment, but that on the contrary it behoves us most earnestly to enquire into and discuss and examine every suggestion for the improvement of the sanitary conditions of this city and for the prevention of overcrowding.

The Sanitary Board has no doubt done much good work in taking steps to close houses which are unfit for human habitation, but it is becoming a serious question whether the condemnation of certain streets is not required in order to secure a greater circulation of air in the overcrowded quarters of our City.

Even, however, if you consider the causes of plague, to be at present too obscure to justify such wholesale remedy as demolition and reconstruction, I should like to draw your attention to two causes at work in our midst which the ordinary man in the street would imagine must form very important factors in propagating and continuing this epidemic in our midst. The first is the presence of night soil in our drains, and the second is the presence of decaying vegetable refuse in our drains. The presence of night soil in considerable quantities in our drains is attested by the last report of the sanitary surveyor, Mr. Drury, in which he says—

"Under clause No. 8 of his contract the conservancy contractor is supposed to remove all night soil from the private houses in the Hill District, but in this city this is done by various irre possible coolies in places every night or every other night, according to the class of person dealt with; these coolies receive a small payment from the house occupants but none for delivery at the conservancy boat. There is no sanitary staff for the supervision of the removal of night soil during the night, thus rendering the provisions of the contract null and void. The result is, from evidence and observations, that in the case of the Hill District soil is emptied into nullahs and in the city I find that much of it is emptied down the storm gutters and drains and it is not to be expected that a Chinese coolie will trouble to remove the soil to the boat if he can safely empty it into a convenient gully, and this after the Government have expended \$25,000 to dig new drains and nullahs from the storm drains. I would point out that storm gutters are not trapped and that the gases from the storm drains escape at these points, which are situated generally 10 feet from

some shop or house front; also that this small flow of sewage in the storm drains in the dry season is more harmful than the original full flow which they used to get, and which naturally possessed better self-cleaning power; further more the sub-soil in the locality of these old storm drains still continues to be polluted, and as Mr. Chadwick prophesied (in his 1882 Report on Sanitation in this Colony) "has now" no doubt become "a hotbed for disease and epidemic." (For further particulars as to misuse of storm drains vide the Honorable Director of Public Works Annual Report, 1898.)

That is what the Sanitary Surveyor says in his Official Report dated the 5th August last. The presence of large quantities of vegetable refuse in our drains is a new terror which has been revealed to us by the recent report of the Colonial Veterinary Surgeon, Mr. Ladds, in which he says, under the heading "Hawkers":—"Consequent upon the crowded state of the markets, and the increased demand, the number of so-called hawkers of vegetables has been largely augmented, especially during the past few years, so much so that many of the by-ways of the city are often blocked up completely by them. These people, who are not hawkers in any sense of the word, simply take up a fixed position where they are least likely to be interfered with by the Police, and remain in the same spot until they have sold off all their wares, disposing of the refuse therefrom by stuffing it down the nearest drain and returning next day to repeat the process. From the decomposition of this vegetable matter gases arise which may become, under certain conditions, highly injurious to public health. These men never have hawks, and never will hawk, their goods in the accepted sense of the word, and in my opinion not one of them should be licensed for this purpose. The city of Victoria so long as the present state of things exists, were the staff of the Director of Public Works and the Medical Officer of Health doubled or trebled they could not cope with the subject effectually or prevent the emanation of foul gases which arise from the sewers all over the city, and which are often put down by many as being due to an inefficient drainage system, when all the time much of it is caused by this decaying vegetable matter which has been thrust down the drain in the manner above described. I have no hesitation whatever in saying that such refuse in conjunction with ordinary sewage which gets stopped up by it on its course in the sewer forms a nidus or breeding ground for all kinds of noxious germs, and may be the cause in a great increase of the frequent cases of typhoid fever which have become so common of late years, the bacillus both of typhoid and plague multiplying rapidly in such media.

That is what Mr. Ladds has to say on the subject of vegetable refuse in our drains. With such substances as night soil and vegetable refuse in our drains it seems hardly a wonder that typhoid is prevalent and that the plague comes amongst us, and if we cannot put on a sufficient staff of men to clear our drains from these contaminations, it is surely worth while to most seriously reconsider the question of providing for the regular and systematic flushing of them either by pumping up sea water for the purpose or else by means of small reservoirs filled by certain mountain streams which at present run to waste.

I should like next to say a few words upon the subject of House to House visitation. It seems to me that, in order that such a procedure should attain its objects, namely, the discovery of the sick persons in the houses, it is necessary that a really large staff of searchers should be put on duty, that they should be allowed by law to commence work at an earlier hour, say 8 o'clock in the morning, and I would suggest that at the present time, before the plague has taken a good hold, is just the period when the most strenuous efforts should be made.

Another question which appears worthy of consideration is whether some stricter Police supervision of infected areas is not required, especially in the early morning. Last year something like 500 persons, who were dead or dying of plague, were found in our streets, and in most cases, it was impossible to trace the houses from which they had come, and the result was that the houses from which these people had come were not disinfected and remained as breeding grounds for plague. An efficient patrol in the early morning would appear to be the most effective way of dealing with this difficulty, strict police supervision along the Praya in order to prevent persons suffering from plague from leaving this colony without the sanitary authorities having any clue as to their last place of residence, appears also to be very desirable from the same point of view.

Another matter in connection with the plague appears to me to be worthy of consideration and that is the question whether it would not be advisable to erect on the other side of the Harbour, a plague removal settlement, like those which have been instituted in some parts of India; that is to say a collection of buildings or huts in which the residents of a badly infected plague district could be removed *en bloc*. I believe, from what I have read about such experiments in India, that such wholesale removal of the inhabitants from a badly infected area has been not unfrequently attended with beneficial results, and I understand that it answered well when it was tried here in 1894.

I desire next to draw your attention to the fact that the starting of any new industry in this Colony, which is of such a nature as to involve the employment of several hundred coolies tends to increase overcrowding in this already overcrowded city and consequently tends to lower our level of sanitation. I must confess that it seems to me that, before any new industry involving the employment of numerous labourers is sanctioned in this Colony, some steps should be taken by the Government to see that the fresh coolies who will be required for such new industry have some special accommodation provided for them somewhere outside of this city such a step seems to me to be rendered necessary not merely by those sanitary considerations which I am now discussing, but also by the house rent question which I shall deal with presently, in order to give a accurate illustration of what, I mean, I would draw your attention to the fact that a very large work is just being begun in their Colony, namely the reclamation in front of the Naval Yard, which will probably involve the importation of several hundred fresh coolies into this Colony from outside. Those numerous coolies will most of them be employed regularly and not merely by the day, and I must say that it seems to me the most desirable, both from the sanitary question and also from the rent question that lodgings should be built for these coolies either some where across the Harbour, or at least somewhere outside the City limits, instead of allowing them to come in and swell our population of over 800 persons per acre in No. 5 Health district.

The Hongkong Government could, I imagine, obtain a sufficient return on their money by charging a moderate rent.

A cheap and regular ferry service should be established in conjunction with the erection of those buildings for coolies so as to make the scheme complete. I have now dealt with a few points which have struck me as especially worthy of consideration from the point of view of suppressing the plague.

Subsequent speakers will probably be able to throw a more perfect light upon the question than I have done.

A very few words will suffice to deal with the new local problem, namely, the food supply question; because the Government has recently appointed a strong representative committee to deal with that matter and we may hope for some good result from their labours.

I only desire to say upon this question that I hope that Mr. Ladds' recommendation in his recent report will be carried out as to encouraging the inhabitants of the new Territory by loans or otherwise to breed cattle and swine. The promotion of such a scheme would considerably assist us not only in peace but also in time of war.

I now come to the last point in my address to you and is the Housing of the working classes question. To my mind this is a most pressing problem. I am sorry to say that so far as I can gather, there is a land boom in this City and that land boom is being accompanied by an extraordinary increase of rents all over this City. I look upon such a general rise in rents as nothing short of an actual calamity from the point of view of the poorer classes of this Colony, European as well as Chinese. To remedy this evil, so far as the Chinese are concerned, and the consequent overcrowding and insanitary conditions which it leads up to, I would suggest that, in addition to those measures for dealing with the coolies to be employed in the Naval Yard Station which I have already advocated, all coolies who are in the employment of Government contractors should be housed by the Hongkong Government, either on the unbuilt portion of Tai Ping Shan or across the Harbour.

It will, of course, be objected, as I have already mentioned, that it is wrong to compete with private enterprise in that way, but would you be surprised to hear that very same argument was brought before a Royal Commission in England in 1882, and rejected by a majority of the members, and that that very same argument has been used before the British Parliament itself and has failed. Let me beg all of you, who have the opportunity of doing so, to read a most interesting, instructive article in the February month of the National Review on the London Housing Problem—I have only time now to give you a few extracts, but I hope that some of you will pursue the study of the question for yourselves. The articles in question containing the following comments upon the attitude which the Imperial Government has taken up with reference to this question:

"In 1891 Parliament adopted the view of the majority of the Royal Commission and placed in the hands of the metropolitan authority the very powers to which exception has been taken and in 1899 Parliament endorsed in previous action, and went a step further, by entrusting the same powers to the local Councils. The policy of the Legislature seems, therefore, clearly determined, and the duty of giving effect to it was enforced by Lord Salisbury last year in a speech upon the London Government Bill Addressing the House of Lords, the Prime Minister said:

"The difficulty of the conditions is that the ordinary economic laws do not come into play. You are yourselves obliged constantly to destroy vast masses of poor men's dwellings, and every effort to provide an adequate substitute has hitherto, I am afraid, been a failure. The London County Council has undertaken part of the duty, but it will not be only on the London County Council that this duty will fall the duty of providing, I will not say of providing, but of striving to provide, adequate lodging for the vast multitudes who inhabit this city. It is one of the principal duties which these municipal bodies will have to perform."

Part one of the Housing of the working classes Act, 1893 enables any Sanitary Authority to clear any unhealthy areas, but I would especially draw your attention to the fact that the Sanitary Authority is obliged by the act to provide accommodation for at least as many persons of the working classes as may be displaced by such clearance, except that a Secretary of State may, on the application of the sanitary authority, dispense with such obligation to an extent not exceeding one half of the persons displaced."

It will be seen therefore that under the act, any scheme for the improvement of the sanitary condition of an unhealthy area involves the provision, by the authorities, of adequate accommodation for the tenants displaced or in special cases, as for instance, when same accommodation may already be available in the immediate neighbourhood, for at least one half of the persons so displaced, and my suggestion therefore that the Government of this colony should provide housing accommodation for a proportion of the teeming mass of our Chinese population is no new idea in sanitary administration but on the contrary is a natural corollary to the resumption and clearance by the Government of a large insanitary area in Tai Pingshan. I need hardly say that in advancing this competition by the Government in the providing of lodgings for certain classes of coolies, I am actuated by no animosity against the Landlord class. It is very natural, and I recognize it as perfectly natural, that they should, there being such a great demand for living accommodation in this city in comparison with the supply, charge a high rent for the occupation of premises belonging to them.

My point, however, is that matters have now arrived at such a point that some steps are necessary to counteract the present tendency for rents still further to increase. When anybody lays up any of the articles of food which are necessary to life, so to great an extent as to extravagantly raise the price of such commodity, we speak of a corner in such a necessary of life being created, and such a corner in any species of necessary is universally recognized as a very great evil, as witness the recent appointment by the Government of this colony of a commission upon the price of food here.

Well, I confess, that it seems to me that house-room is almost as much a necessity of life as food, and that a corner in houses is practically as great an evil as a corner in food; and remember that this corner in houses, which has come about more or less accidentally, is just as unpleasant for a tenant as if it had been brought about by premeditated design.

If you go with me as far and agree with me that this corner in houses this abnormal and extraordinary rise in house rent which has lately developed and which is threatening to still further develop in the near future, unless some timely steps are taken to counteract it, is an evil, then surely it is perfectly legitimate for us (and we do no wrong to the landlords) to look round for some means of remedying the evil.

And what more natural remedy can suggest itself to us than a similar one to that which has been commended itself to the wisdom and intelligence of the Imperial Parliament and which has been sanctioned by the Legislature of the mother country?

That there exists a general feeling, amongst thoughtful men, that some thing must be done is, I think, sufficiently evidenced by a most remarkable document which has recently come into prominence. The document which I refer to is a memorandum suggesting the formation of a strong committee for the purpose of improving the sanitary condition of this city. That memorandum is signed by Mr. May, Dr. Clark, and Mr. Osborne the first two of whom have had considerable experience in grappling with the plague, and can therefore claim to

speak with some authority as to the needs of this place.

You will find that document, and the covering letter to it, published in the newspaper of the 15th February, and I hope that you will read it for yourself, because it is well worthy of perusal and study.

Broadly speaking the scheme which is suggested is that an influential body of men should be constituted into a Trust, with power to borrow money, to acquire land, and to sell or dispose of property. That Trust body is to have power to deal with an unhealthy area by preparing a scheme for its improvement, and for the formation of such streets and open spaces as may be necessary for such improvement. It is also proposed that the Government should contribute annually to the Trust 5 per cent of the rates collected and 25 per cent of the premium derived from land sales, in each year, and further that the Government should make over to the Trust for a fixed period of 99 years such portion of the reserved area of Tai Ping Shan as has not been sold, so much of Tai Kok Tsui Bay as has not been sold, and half the available building area on the south side of the Shaukiwan Road between the Eastern Avenue and the Queen's Recreation ground and Shaukiwan Village, this latter area to be laid out into blocks and each ultimate block to be assigned to the Trust who is also to reclaim, where it seems expedient and to lay out the above areas in building sites, streets and open spaces and is to lease such sites for periods which may extend to 99 years, at the end of which the properties are to revert to the Government, such as, in outline the main provisions of the trust scheme, and it seems to me that they are well worthy of consideration though, no doubt, they would require some modification in matters of detail.

To mention one matter only, which is dealt with by the above scheme, it would be a great gain to have some of the premises from land sales set aside annually for a useful public purpose, instead of having them all treated, as they are now, as regular annual income.

Possibly the best practical steps for the Government to adopt now with regard to that trust scheme would be to follow the same course as it has adopted with regard to the food question, that is to say, to appoint a strong representative committee to consider the scheme.

I have already made some suggestions with regard to the housing of the poorer Chinese, and I now pass on to make a few remarks upon the housing of the Europeans in the lower parts in the Government service. Can it be believed that, whilst on the one hand our Police are provided with lodgings, on the other hand our Sanitary and Market Inspectors and Overseers are left absolutely unprovided for in the matter of accommodation, many of them living scattered about in the crowded Chinese Quarters of this city? Surely this is a matter which only requires to be realized, in order to be remedied. Surely it will prove easy enough, at no considerable increase of expense beyond the lodging allowance to some of these men, to provide these Government employees with proper buildings in which they will be able to live together and develop some degree of comfort and esprit de corps. Why should not lodgings be built for them on the upper part of the unbuilt portion of Tai Pingshan?

Finally I want to say just a few words more to you by way of conclusion. I sincerely hope that you will not imagine, because I have ventured to, perhaps somewhat dogmatically, give you my opinions as to the remedies for some of our local troubles, that I am so conceited as to suppose that my suggestions are insuperable improvements. The most I can claim for myself is that I have spent some time in thinking over these problems of ours.

It may well be the case that many important considerations have escaped my notice, and I shall be very glad indeed to have any errors, into which I may have fallen, pointed out to me.

The Hongkong Odd Volumes Society was originally instituted for the purpose of debate and discussion and criticism is almost always valuable.

My object in addressing you has been to call you into consultation with me concerning these defects in many local matters, and to induce you to take some active steps towards the amendment of those defects.

If a considerable body of you are in earnest, depend upon it something can be done. We are all of us, I fear, a little too apt to neglect these public questions and to look upon Hongkong as a place to which we come for a limited period of years with the object of scraping together a certain sum of money and then retiring, and we do not much care perhaps whether we leave any permanent trace of our presence behind or not. I hope and believe, however, that some of you will not let these questions drop until some effective remedies be found for dealing with them.

In the words of Ruskin, I would say to each one of you, "Improve the existing state of things you have to do with; to improve them, you must know them, and as you improve them, you will improve yourself."

Mr. Francis, Q.C., was the first speaker, and related the work done by Mr. May and himself in 1894, when the plague was at its height. He gave warning that if precautions were not taken, a plague-free port would very soon outstrip Hongkong. Mr. Francis then spoke on the rent question and cited an instance where a person's rent had been raised from \$4 a month to \$28. He did not believe in a Sanitary Board's Trust Scheme, which he said like the fifth wheel to a coach. He considered it an evil that the Government confined the sale of food stuffs to certain places.

Mr. A. J. Hamilton-Smythe, M. L. C. E., expressed his conviction that if firms supplied dwellings for their coolies they would find it pay; in support of this he gave the example of Birmingham.

Dr. Harston spoke against limewashing as a preventative of plague and gave as an instance the number of plague cases that had occurred in Wanchai from houses that had been limewashed. He asserted that limewashing was a waste of money.

Dr. Clark said this was the first time that he had heard an argument against limewashing, but that the Sanitary Board would take it into consideration. He then went on to explain the distinction between storm drains and sewers.

The Chairman endorsed Mr. Francis' remarks concerning the work done in 1894 and said that the trouble was that they did not have a permanent Chinese Plague Hospital. Concerning the Trust Scheme he said that the Sanitary Board had been asked to formulate a scheme.

Both H. E. Sir H. Blake and H. E. the Officer Administering the Government were in favour of it. The latter were old friends of his; this subject was difficult, as when you started to curtail the privileges enjoyed by hawkers you forced up the price of food stuffs. It was for the want of help by the public that the Government could not make all the reforms so much needed. Mr. May quoted the Insanitary Dwellings Bill, which took three years to pass through the Legislative Council.

H. E. Major-General Gascoigne asked a vote of thanks for Mr. Pollock. He had taken great interest in the lecture and asked the people of Hongkong to take more interest in the subject, well as in their hands.

Mr. Goodman seconded. The proceedings then closed.

THE SOLDIERS' CLUB SMOKING CONCERT.

We reported a few weeks ago on the opening of the new building now placed at the disposal of the rank and file of the Garrison, but if many more concerts such as last night's take place, we think the Committee will have to find larger rooms. The performance had not been advertised, but that did not prevent a large number of officers, soldiers and sailors meeting for an enjoyable evening.

Among the officers present were H.E. the G.O.C., Capt. Trefusis, A.D.C., Sir John Carrington, Major Chapman, H.K.V.C., Lieut. Armstrong, H.K.V.C., Majors Everett and Cooper, R.W.F., Capt. Cadogan, R.W.F., Lieuts. Rotherham and Vyvyan, R.W.F., Colonel Ryan, R.A.M.C., Lieut. Brown, R.E., Capt. Berger and Rowcroft and Lieut. Barrett, Hongkong Regt., Surg. Capt. Lawson, H.K.V.O., Pte. Townley, A.O.C., occupied the chair, and in opening the concert at 9 p.m. prompt, read the following address:—

Your Excellency and Officers of the Garrison present.—In the name of the members of the Soldiers' Club I beg to thank you for the very kind consideration you have shown us in attending our concert this evening, but more especially our thanks are due to you and to other Officers who have so kindly and with such an amount of labour provided for us this Institution and the many comforts it affords us, and from what your Excellency told us at the opening of the Soldiers' Club our thanks are due more particularly to Capt. Trefusis, A.D.C., who, at what must be an amount of inconvenience to himself, has kindly undertaken to act as Treasurer and Secretary to the Institution.

I am in a position to say that the Club is thoroughly appreciated by every member and that in continuation of your very successful endeavours we intend to make it a complete success.

In conclusion, it has come to my notice and that of other members of the Club that one great thing is missing, and that is a Photograph of your Excellency as Founder of the Institution and we sincerely hope that your Excellency may be able to see your way clear to remedy this defect.

I, in reply, thanked the chairman and members of the club for the hearty welcome extended to him and to the officers of the Garrison. With regard to presenting his photograph to the club he would be only too glad to accede to the request and he would have ordered in the very best style. He expressed great satisfaction at the successful success of the venture and agreed with the chairman's remark that great credit was due to Capt. Trefusis, A.D.C., who had done so much hard work in connection with the institution. He would remind the members of his remarks at the opening ceremony, as it was on them that further success depended.

There were no restrictions, beyond those demanded by decency and manly bearing, and he hoped the soldiers would bear this in mind. In conclusion H.E. said he was glad to see so many of the sister service present. He referred to the magnificent work done by the Naval Brigade in the Transvaal (Loud applause).

The following programme was then gone through, a special feature being two songs by Mr. Alec Marshall:—

1.—Overture "In the Camp" Band H.M.S. *Arcturion*.
2.—Song "The Light of the Lighthouse" by Mr. Green, R.W.F.
3.—Recitation "Asleep at the Switch" by Mr. Green, R.W.F.
4.—Song "Toughing that little fellow" by Mr. Green, R.W.F.
5.—Recitation "I Parody" "Charge of" by Mr. Green, R.W.F.
6.—Song "I happened to be there" by Mr. Green, R.W.F.

1.—Song "The Kings Minister" by Mr. Alec Marshall.
2.—Song "The Kings Minister" by Mr. Alec Marshall.
3.—Song "The Kings Minister" by Mr. Alec Marshall.
4.—Song "The Kings Minister" by Mr. Alec Marshall.

1.—Song "The Kings Minister" by Mr. Alec Marshall.
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3.—Song "The Kings Minister" by Mr. Alec Marshall.
4.—Song "The Kings Minister" by Mr. Alec Marshall.

When His Excellency left the audience sang "He is a jolly good fellow."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE RECEPTION OF H.M.S. "TERRIBLE."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—As I am informed that there may be some apprehension in the minds of some of the members of the British community here, I am writing this letter to state that the omission to call a public meeting of British Residents, in connection with the preparations for the reception and entertainment of the Captain, Officers and Crew of H.M.S. *Terrible*, was simply due to an oversight which was caused by arrangements requiring to be very promptly made.

It was the intention of Mr. Francis and myself, who were the prime movers in this matter, as being the President of the China Association and the Acting President of the Navy League respectively, that all members and classes of the British community should take part in this celebration of welcome, and it is with very great regret that we have learned that some of the community might feel aggrieved by our inadvertence in not calling a public meeting.

I am, Dear Sir, Yours faithfully, H. E. POLLOCK.

Hongkong, 3rd May, 1900.

THE PLAGUE.

Cases reported to 2nd instant..... 120
Do. do. during past 24 hours..... 4
Total..... 124

Deaths reported to 2nd instant..... 103
Do. do. during past 24 hours..... 5
Total..... 108

SHIPPING REPORTS.

Captain J. Farrell, of the steamship *Mathews*, from Saigon, reports:—Fresh N.E. breezes, squally with heavy rain and high head swell.

Capt. W. H. Lunt, of the steamship *Fushun*, from Shanghai and Amoy, reports:—Fine weather, slight wind and heavy rain in Amoy.

Capt. E. Fey, of the steamship *Arratoon Apar*, from Calcutta, Penang and Singapore, reports:—On the China Sea, weather fine and clear with light northerly wind and calms, which continued until the latitude of Maclessfield Bank was reached, breeze freshening from N.E. with heavy rain squalls which continued to Gap Rock.

Capt. J. Fowler, of the steamship *Phra Chom Klao*, from Bangkok, via Koh-si-chang, reports:—Experienced light Easterly wind and fine weather, leaving China Sea fresh to strong N. Easterly winds were encountered which lasted up to 30th ult. On the 2nd inst. similar weather with continuous rain was again met with, gradually moderating towards the land, at midnight anchored off Gap Rock until daylight, arrived in port at 8.16 this morning.

QUEEN'S SCHOLARSHIPS.

A YOUNG GENIUS.
A Penang correspondent of the *Strait Times* writes:—The boy who stands first in the examination for the Queen's Scholarships (Veak Guan Sioh, of the Penang Free School) is disqualified as being under age. It may be interesting to remember that the same thing happened thirteen years ago. Mr. Song Ong Siang stood first in the examination in the years 1886, 1887, and 1888, but it was only in the last of these years that he was old enough to take up a Queen's Scholarship.

NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1899.
Barometer..... 29.867
Thermometer..... 76.2
Humidity..... 75
Rainfall..... 15.0

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer..... 30.05 29.97
Thermometer..... 74 75
Humidity..... 71 61
Rainfall..... 0.02

TO-MORROW.
Thursday, 3rd May, 1900.

Chinese—5th of 4rd moon of 26th year of Kwang-shi.
Sun—Rises..... 5hr. 25min.
Sets..... 6hr. 25min.
High water—Morning..... 6hr. 40min.
Afternoon..... 10hr. 50min.
Low water—Morning..... 1hr. 50min.
Afternoon..... 6hr. 10min.

ANNIVERSARIES.

1859—France and Sardinia declared war against Austria.
1864—Battle of Solferino.
1880—H.R.H. Prince Heinrich entertained at the German Club.
1883—Sir Harry Parkes appointed Minister to China.
1884—Suspension of the Oriental Bank.
1886—Opening of the Colonial and Indian Exhibition.
1890—Several shocks of Earthquake at Hoihow.
1897—The Greek Government decided to continue the war.
1898—Madrid has proclaimed in Madrid.
1899—H.M.S. *Victorious* successfully docked at Yokosuka.
1899—Russia leases for 12 years 3 strips of land on the Korean Coast.

TO-MORROW.

Friday, 4th May, 1900.
Chinese—6th of 4th moon of 26th year of Kwang-shi.
Sun—Rises..... 5hr. 27min.
Sets..... 6hr. 26min.
High water—Morning..... 6hr. 40min.
Afternoon..... 11hr. 27min.
Low water—Morning..... 4hr. 40min.
Afternoon..... 7hr. 12min.

ANNIVERSARIES.

1839—The imprisonment of the foreign community at Canton ended.
1869—The s.s. *Cumfa* plundered by pirates near Hongkong.
1874—Riot in the French Consession at Shanghai.
1884—Roman Catholic Cathedral at Peking inaugurated.
1891—The Sunday Cargo-Working Ordinance passed.
1897—Charity Bazaar disaster at Paris; over 140 lives lost.
1898—Spanish Atlantic fleet assembling at Cadix.
1899—Extension of Shanghai settlement finally settled satisfactorily.

AGENDA.

TO-MORROW.
Noon—Extraordinary General Meeting of the Hongkong and Kowloon Wharf and Godown Co., Ltd.
Noon—P. & O. steamer *Malacca* leaves for London etc.
4 p.m.—C. S. N. Co.'s steamer *Loongsang* leaves for Manila.
4 p.m.—Cargo ex *Coromandel* subject to rent.
Daylight—N. Y. K. steamer *Tanba Maru* leaves for Europe via Straits.
8 p.m.—Regular Meeting of the "Lion and Rose" Lodge at Club rooms, 10, Queen's Road Central.

SATURDAY, 5th.

C. M. S. N. Co.'s steamer *Yangtze* leaves for via Marseilles and London via Manila.
Noon—Cargo ex *Chingoo* subject to rent.
Noon—C. S. N. Co.'s steamer *Yuenisang* leaves for Manila.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (China) 5th inst.
French (Suzhou) 6th inst.
Canadian (Empress of Japan) 10th inst.
American (Doric) 15th inst.
American (Nippon Maru) 23rd inst.

The steamer *Salazie*, with the next French Mail will leave Saigon, to-morrow 4th inst., at 3 p.m., for this port.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived at Kobe on Wednesday, the 2nd inst., at 7.30 p.m., and left again to-day Thursday the 3rd inst., at 6 a.m., for Yokohama where she is due to arrive at 6 a.m., on Friday, the 4th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba..... at Kowloon Dock.
U.S.S. *Montezuma*..... " "
H.M.S. *Brisk*..... " "
H.M.S. *Robin*..... " "
Zaire..... " "
Siam..... " "
Progress..... " "
Taiyuan..... " "
De Juan d'Austria..... Cosmopolitan
Independent..... " "
Devaouange..... " "

Shipping.

Arrivals.

HAILAN, French steamer, 377, Murles, 2nd May.—Pakhoi and Hoihow 1st May, General.—A. R. Marty.
MACHEW, British steamer, 1,085, J. Farrell, 3rd May.—Saigon 29th April, Rice and Meal.—Butterfield & Swire.
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 3rd May.—Bangkok 23rd April, and Koh-si-chang 26th, Rice, &c.—Butterfield & Swire.

ARRATOON APAR, British steamer, 2,870, E. Fey, 3rd May.—Calcutta, 18th April, Penang, 24th, and Singapore, 25th. Captain and General.—David Sassoon, Sons & Co.

FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 3rd May.—Shanghai and Amoy and May, General.—C.M. S. N. Co.
SABINE ROCKWELL, British steamer, 650, J. R. Nasbit, R.N.R., 3rd May.—Chinkiang 26th April, General.—Arnold, Kitchner & Co.
SHANTUNG, British steamer, 1,835, A. W. Sales, 3rd May.—Java 24th April, Sugar.—Butterfield & Swire.
LIEVENMOON, German steamer, 1,238, C. Heuermann, 3rd May.—Canton 3rd May, General.—Siemssen & Co.

Clearances at the Harbour Office.

Samsui, British steam launch, for Wuchow.
Kwong, Chinese steamer, for Shanghai.
Tanba Maru, Japanese steamer, for Singapore.
Fushun, Chinese steamer, for Canton.
Eastern, British steamer, for Kulu and Anping.
Yankee, Japanese steamer, for Swatow.
Sabine Rockwell, British steamer, for Canton.
Pak Keng, British steamer, for Canton.
Kwong, Chinese steamer, for Tientsin.
Kwai Lun, British steam launch, for Macao.
Sambha, German steamer, for Yokohama.
Wu Kwei, Chinese steam launch, for Wuchow.
Haiman, British steamer, for Swatow.

DEPARTURES.

May 3, *Hailan*, British steamer, for Swatow.
May 3, *Yankee*, Japanese steamer, for Chifu.
May 3, *Yankee*, Japanese steamer, for Chifu.
May 3, *Yankee*, Japanese steamer, for Chifu.
May 3, *Yankee*, Japanese steamer, for Chifu.
May 3, *Yankee*, Japanese steamer, for Chifu.
May 3, *Yankee*, Japanese steamer, for Chifu.
May 3, *Yankee*, Japanese steamer, for Chifu.

Auction.

PARTICULARS
OF
VALUABLE LEASEHOLD PROPERTY,
situate on
THE NEW PARVA, DESVIEUX ROAD
and
GILMAN STREET,
Being the Reclamation of Marine Lot No. 55,
at Victoria, Hongkong,
to be sold by
PUBLIC AUCTION.
in 13 Lots,
on
SATURDAY, the 12th May, 1900,
at 2.30 P.M.,
at his Auction Rooms, DUBBEL STREET,
by
MR. GEO. P. LAMBERT,
Auctioneer.

Lot No. 1—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 2—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 area 1,200 square feet.
Annual Crown Rent \$25.
Lot No. 3—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$14.
Lot No. 4—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$15.
Lot No. 5—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 area 1,270 square feet.
Annual Crown Rent \$22.
Lot No. 6—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 area 781 square feet.
Annual Crown Rent \$14.
Lot No. 7—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 area 781 square feet.
Annual Crown Rent \$14.
Lot No. 8—All that piece of ground intended to be registered in the Land Office as Section H of the Reclamation of Marine Lot No. 55 area 1,270 square feet.
Annual Crown Rent \$21.
Lot No. 9—All that piece of ground intended to be registered in the Land Office as Section I of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$15.
Lot No. 10—All that piece of ground intended to be registered in the Land Office as Section J of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$15.
Lot No. 11—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$15.
Lot No. 12—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 area 1,200 square feet.
Annual Crown Rent \$25.
Lot No. 13—All that piece of ground intended to be registered in the Land Office as the Remaining Portion of the Reclamation of Marine Lot No. 55 area 1,260 square feet.
Annual Crown Rent \$24.40.
For Further Particulars, apply to
C. EWENS,
Solicitor for the Vendors,
or to
MR. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 27th April, 1900. [547b]

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

- That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and 8th instants, and confirmed on the 27th March instant, and since duly registered, the Sum of \$125,000, to be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.
- That the Balance of \$25 per Share of the Unpaid Capital of the Company be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.
And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said day of July, 1900, at the Rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the 6th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900. [493b]

THE PUNJON MINING COMPANY, LIMITED.

SHARES in this Company on which a CALL of \$1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

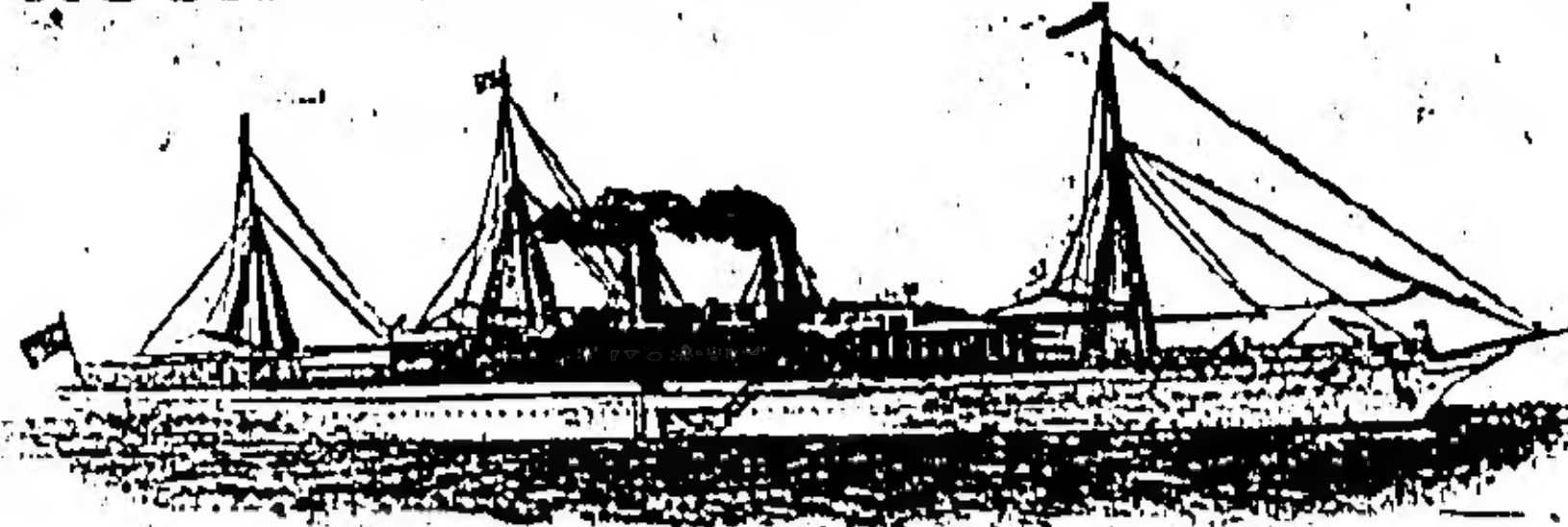
Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.
W. H. GASKELL,
Secretary.
Hongkong, 17th April, 1900. [506b]

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (ESTABLISHED 1852), has this Day been REMOVED from No. 65, PRAYA EAST, MARINE LOT 109, to Inland Lot 1,508, BOW RINGTON CANAL, near LEIGHTON HILL ROAD BRIDGE and opposite LEE YUN SUGAR REFINERY.
L. MALLORY,
Hongkong, 1st May, 1900. [560b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddlers Street.
Hongkong, 25th April, 1900. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide...2,832 Tons...F. McNeill...May 10
Duke of York...3,821 Tons...J. S. Cox...May 15
Victoria...3,502 Tons...Panton...May 29

Also
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Magnificent...2,874 Tons...W. A. Evans...May 19
Heceta...3,601 Tons...W. Wat...June 9
Monmouthshire...2,874 Tons...W. A. Evans...Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 30th April, 1900. [54]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle...3,023 Tons...about...May 20
Belgian King...3,379 Tons...about...June 5
Thyra...3,812 Tons...about...July 8

THE Steamship

"STRATHGYLE," will be despatched for SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 1st May, 1900. [28]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Vale	MARSEILLES, ST. NAZAIRE, LONDON AND ANTWERP, VIA STRAITS, COLOMBO AND PORT SAID	To-morrow, 4th May, at Daylight
*IDZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	MONDAY, 7th May, at 4 P.M.
INABA MARU W. Bainbridge	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 10th May, at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 18th May, at Daylight
KASUGA MARU E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 1st May, 1900. [6]

NORDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINIE.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRAPPE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG Christiansen	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	8th May, Freight and Passage.
HAMBURG Jacobs	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	24th May, Freight.
*SARINIA Fuchs	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 6th June, Freight and Passage.
SAMBIA G. Schmidt	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 20th June, Freight.
AMIRAL Burmeister	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 27th June, Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.
[27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 26th June, at Noon.

THE Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 14th April, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 16th May, at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 5th July, at Noon.

THE U. S. Mail Steamship

"CHINA," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 16th instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 1st May, 1900. [7]

Consignees.

TOYO KISEN KAISHA.

NOTICE

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent.
Hongkong, 27th April, 1900. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Rome and China.
From Australia, ex S.S. India.
From Persian Gulf, ex S.S. Kilma and Simla.
From Malabar Coast, &c., ex S.S. Nawab and Rajpootana.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 4th May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 28th April, 1900. [5]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"CHINGWOW."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th May, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 28th April, 1900. [550b]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "HAMBURG,"

of the HAMBURG-AMERIKA LINIE.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 8th instant, and THURSDAY, the 10th instant, at 9.30 P.M.

All Claims must reach us before the 13th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 1st May, 1900. [32]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARI,"

FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

